


monitor, at least one data source and a text entry means, the method comprising the steps of:

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- a. entering at least one alphanumeric character corresponding to a first text identifier into the text entry device and displaying the text entered on a flight plan entry field on the display;
 - b. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan; and
 - c. repeating steps a and b until a desired first text identifier is displayed in the flight plan entry field.

2. (Amended) The method of claim 1 further comprising the steps of accepting the text identifier by the text entry means if acceptable to an operator of the aircraft and allowing the computer means to modify the aircraft's flight plan corresponding to the accepted text identifier.

3. (Amended) The method of claim 2 further comprising the steps of:

- d. entering at least one alphanumeric character corresponding to additional text identifiers into the text entry device and displaying the text entered on a flight plan entry field on the display,
- e. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan, and
- f. repeating steps d and e until a desired additional text identifier is displayed in the flight plan entry field.

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Please cancel claims 8, 9, 10, and 11 (as renumbered) and insert the following new claims.

30. (New) A method for entering data into an aircraft flight management system having a computer, the computer communicating with a monitor, at least one data source and a text entry means, the method comprising the steps of:

a. entering at least one alphanumeric character corresponding to a first text identifier into the text entry device and displaying the text entered on a flight plan entry field on the display;

b. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan; and

AD c. repeating steps a and b until a desired first text identifier is displayed in the flight plan entry field,

d. accepting the text identifier by the text entry means if acceptable to an operator of the aircraft and allowing the computer to modify the aircraft's flight plan corresponding to the accepted text identifier,

e. entering at least one alphanumeric character corresponding to additional text identifiers into the text entry device and displaying the text entered on a flight plan entry field on the display,

f. comparing the entered character to data stored in each data source and identifying and automatically completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan, and

g. repeating steps e and f until a desired additional text identifier is displayed in the flight plan entry field.

31. (New) The method of claim 30 further comprising the steps of:

h. notifying the computer by the text entry means to allow the computer to obtain a runway list from the data source for all runways associated with a destination airport;

i. removing active runway information from the runway list and sorting and listing all remaining runways by proximity to the active runway heading.

32. (New) The method of claim 31 further comprising the steps of:

j. allowing the computer to select the most likely runway corresponding to the aircraft's new approach and arrival route;

k. determining whether additional runways exist in the runway list;

l. if no additional runways exist in the runway list, displaying the runway list to an output device;

m. if additional runways exist in the runway list, allowing the computer to generate an approved approach list from the data source;

n. removing, by the computer, the active approach information from the approach list;

o. prioritizing all remaining runways by the type of approach available for the selected runway and allowing the computer to store an approach list.

Please amend the following claims as follows (the new claim numbers being the numbers as renumbered by the Examiner):

12. (Amended) The method of claim 30 wherein at least one data source contains avionics data.

13. (Amended) The method of claim 12 wherein at least one data source contains navigational data.

14. (Amended) The method of claim 13 wherein the computer is a microprocessor.

15. (Amended) The method of claim 14 wherein each text identifier is selected from the group consisting of, and otherwise corresponding, to airway data, waypoint data and aircraft procedure data.

16. (Amended) A system for entering and editing data in an aircraft flight plan, the system comprising an aircraft avionics flight management system having a computer the computer communicating with a monitor, at least one data source and a text entry means, the text entry means configured to accept at least one alphanumeric character corresponding to a first text identifier, the monitor configured to display the text entered on a flight plan entry field on the display and the computer configured to compare the entered character to data stored in each data source and identifying and completing on the monitor display a likely text identifier that is geographically closest to the aircraft's flight plan.

Please cancel claim 17.

18. (Amended) The system of claim 16 wherein the text entry means is configured to accept at least one entered alphanumeric text character corresponding to additional text identifiers, the monitor is configured to display the

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text entered on a flight plan entry field on the display and the computer is configured to compare the entered character to data stored in each data source, identify and complete on the display additional likely text identifiers that are geographically closest to the aircraft's flight plan and modify the aircraft's flight plan corresponding to the text identifier if acceptable an operator of the aircraft.

Please cancel claim 19.

In the drawings:

The drawings have been objected to.

New drawings are submitted herewith. Upon approval of the submitted drawings by the Examiner, formal drawings will be forwarded to the Chief Draftsman.

REMARKS

Claims 1-29, as renumbered, are pending in the application. Claims 2, 3, 11, 12, 13, and 14 have been amended to address the Examiner's rejection under 35 USC 112. Claims 8-11 have been cancelled and claims 30, 31, and 32 have been added to incorporate the subject matter of claims 9 and 10 in independent form. Claims 17 and 19 have been cancelled without disclaimer or prejudice. The specification has been amended to correct several typographical errors and new drawings have been submitted for the Examiner's approval. No new matter has been added by these amendments. Reconsideration is respectfully requested in view of the foregoing amendments and the following remarks. The foregoing